

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Pope's Creek Branch of the Pennsylvania Railroad Inventory Number: CH-810
Address: Vicinity of Billingsley Road, Old Washington Hghwy., and Robert Crain Highway east of U.S. Rt. 301 Historic district: ☐ yes ☒ no
City: Waldorf Zip Code: County: Charles
USGS Quadrangle(s): LaPlata
Property Owner: CSX Transportation Tax Account ID Number:
Tax Map Parcel Number(s): Tax Map Number: multiple
Project: Cove Point Expansion Project Agency: FERC
Agency Prepared By: GAI Consultants, Inc.
Preparer's Name: Matthew Hyland Date Prepared: 9/8/2004
Documentation is presented in:
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property:
Inventory Number: Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ no Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

This linear resource consists of a single set of active rails, wood ties, and stone ballast. There are no structures or buildings associated with the railroad in the project's area of potential effect. The resource is not located within an existing historic district.

The railroad played an interesting role in the transportation and economic history of southern Maryland. For instance, the Maryland General Assembly granted the original charter for this line to the Baltimore & Potomac RR in 1853. Lack of sufficient funding and the Civil War delayed its construction. After the Civil War, the Baltimore & Potomac RR approached the Pennsylvania RR for funding to complete its infrastructure. As a means to compete with the Baltimore & Ohio RR for rail traffic in the Washington, D.C., market, the PRR took advantage of the opportunity to operate the line as a subsidiary in 1867. The PRR exploited a clause in the Baltimore & Potomac RR's charter that allowed for the construction of a branch line and the right to connect with the lines of existing and future railroads. The PRR completed the line between Pope's Creek and Bowie in 1873. From Pope's Creek, the railroad made a connection with the Richmond, Fredericksburg & Potomac RR via barge to Aquia Creek. In 1902, the Pope's Creek Branch was consolidated into the PRR's Philadelphia, Baltimore, & Washington RR. This branch line contributed to the economic development of southern Maryland as well as the development of American corporate capitalism as seen in the history of the PRR. Freight depots along the line developed into towns. For instance, La Plata, the Charles County seat,

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Andrew Lewis
Reviewer, Office of Preservation Services

6/12/06
Date

PKuntz
Reviewer, National Register Program

6/8/06
Date

200601758

CH-810

Pope's Creek Branch of the Pennsylvania Railroad

Page 2

began as a small station and warehouse node along the line in 1873. The line allowed local farmers access to regional and national markets. In the last half of the twentieth century, the line served a PEPCO power plant at Morgantown by hauling coal to the plant (Goldsmith 2004).

This linear resource is recommended as eligible for NRHP listing under Criterion A for its association with events in the history of southern Maryland's economic development and the history of American corporate capitalism. It is not recommended for listing under Criterion B or Criterion C. It lacks distinctive engineering and an association with an individual of significance in history. Further directed historical research and field survey would support its nomination to the NRHP under Criterion A and establish a defensible NRHP boundary for this linear resource.

References

Goldsmith, D.

2004 "A Condensed History of the Pope's Creek Line," <http://www.traingod.railfan.net/history.html>, accessed 9 September 2004.

MARYLAND HISTORICAL TRUST REVIEW

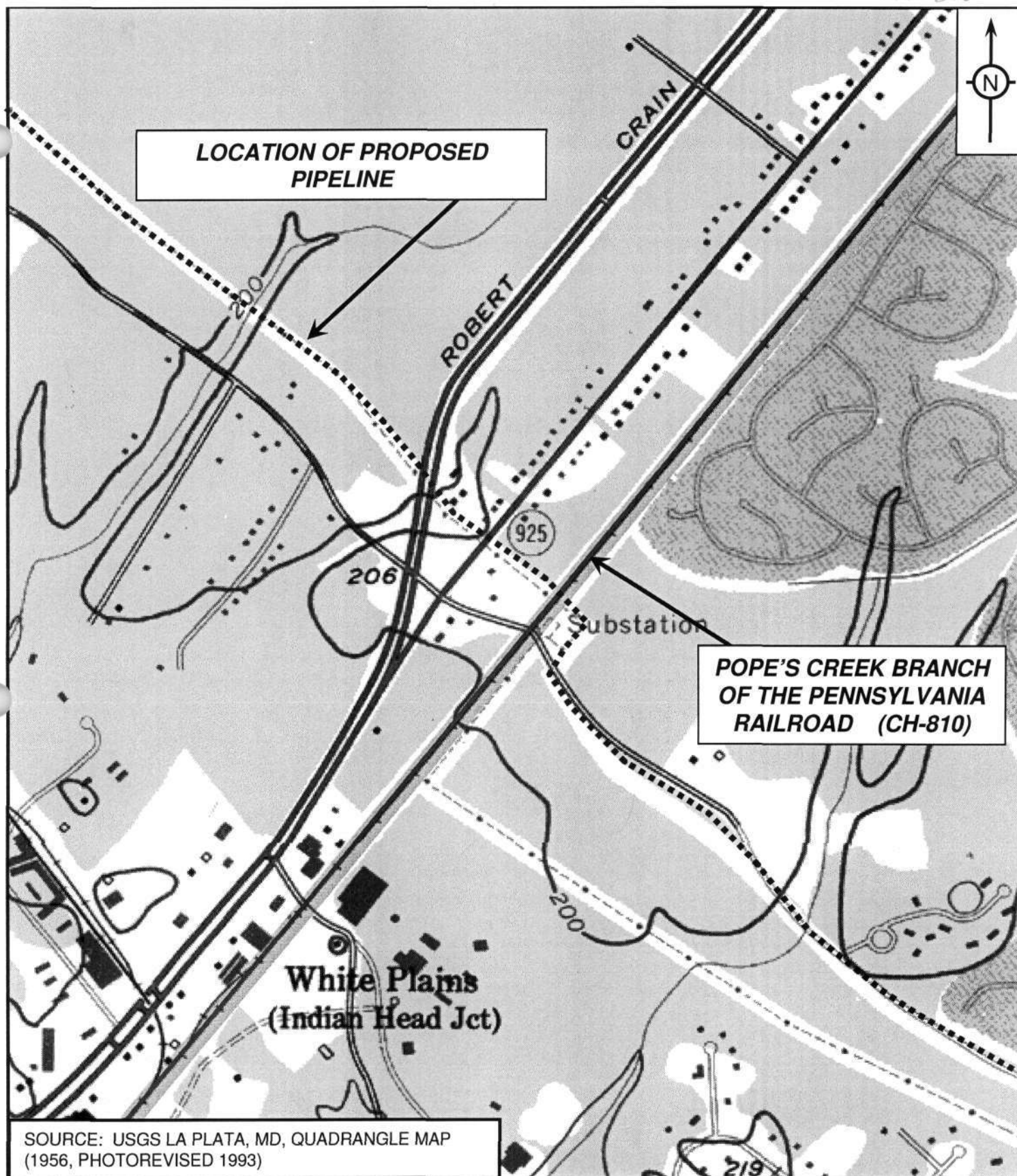
Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

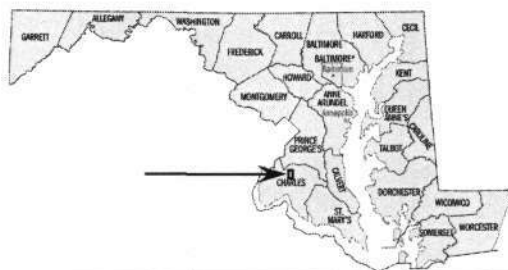
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date



SOURCE: USGS LA PLATA, MD, QUADRANGLE MAP (1956, PHOTOREVISED 1993)



gai consultants



FIGURE

LOCATION OF POPE'S CREEK
BRANCH OF THE PENNSYLVANIA
RAILROAD (CH-810)

COVE POINT PIPELINE EXPANSION
PROJECT



1/2

CH 810 Popes Creek Branch of PRR
Waldorf vicinity, Charles County
Matthew G. Byrnes

BAI Consultants, Inc.
10000 South Road

August 2014



2/2 CH 810 Popes Creek Branch PRR.

Waldorf vicinity, Charles County.

Matthew B. Hyland

BAI Consultants, Inc.

Facing northeast.

August 2004